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Flying Operations

T-41 AIRCREW EVALUATION CRITERIA



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*. It establishes procedures and criteria for evaluation of all aircrews performing duties in the T-41 aircraft. It does not apply to the Air National Guard or Air Force Reserve Command. File a copy of all approved waivers with this instruction. [Attachment 1](#) contains a glossary of references, abbreviations and acronyms.

See paragraph [1.2](#) of this instruction for guidance on submitting comments and suggesting improvements to this publication.

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS) covers required information. The authority for maintenance of AFORMS is Title 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9497. This instruction is affected by the Paperwork Reduction Act as amended in 1996.

Chapter 1—GENERAL INFORMATION

	3
1.1. Conducting Evaluations.	3
1.2. Recommended Changes and Waivers.	3
1.3. Procedures:	3
1.4. Grading Instructions:	3
Table 1.1. General Evaluation Criteria.	4
1.5. Emergency Procedures Evaluation (EPE).	4
1.6. Completion of AF Form 8, Certificate of Aircrew Qualification.	4

Chapter 2—EVALUATION REQUIREMENTS 5

2.1. General. 5

2.2. Requisites. 5

2.3. Qualification Pilot Evaluation. 5

2.4. Instructor Pilot Evaluation. 5

Table 2.1. Pilot Evaluations. 5

Chapter 3—EVALUATION CRITERIA 8

3.1. Evaluations. 8

Table 3.1. Evaluation Criteria. 9

Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION 13

Attachment 2—SAMPLE AF FORMS 8, CERTIFICATE OF AIRCREW QUALIFICATION 15

Chapter 1

GENERAL INFORMATION

1.1. Conducting Evaluations. All evaluations are conducted in accordance with the provisions of AFI 11-202 Volume 2, and this instruction.

1.2. Recommended Changes and Waivers. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through standardization/evaluation (stan/eval) channels. Squadron Stan/Eval will forward approved recommendations to 34 OG/OGV in accordance with AFD 11-2, paragraph 2.4.1. 34 TRW/CC is approval authority for changes/revisions to this instruction. 34 TRW/CC is waiver authority for this instruction. Submit waiver requests in message or memorandum format to 34 OG/OGV.

1.3. Procedures:

1.3.1. Flight examiners (FE) use the evaluation criteria contained in **Chapter 3** for conducting flight and emergency procedures evaluations (EPE). To ensure standard and objective evaluations, FEs must become thoroughly familiar with the prescribed evaluation criteria.

1.3.2. Unless specified, the examinee or FE may fly in either seat that best enables the FE to conduct a thorough evaluation. The FE normally occupies the left seat during periodic instructor mission evaluations.

1.3.3. Prior to the flight, the FE briefs the examinee on the purpose of the evaluation and how it is conducted. The examinee accomplishes required flight planning during the evaluation and furnishes the FE a copy of necessary mission data and maps if required.

1.3.4. The FE thoroughly debriefs all aspects of the flight. Debriefs include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. A squadron supervisor must attend the debrief if the overall grade is Q-3.

1.3.5. Group OGV FEs (and above) may administer SPOT evaluations (including those outside their aircrew specialty) to any aircrew member assigned to the group. Squadron commanders may task any squadron assigned FE to administer SPOT evaluations to any aircrew member in their squadron.

1.4. Grading Instructions:

1.4.1. Tolerances in performance parameters are based on conditions of smooth and stable aircraft conditions. Momentary deviations from tolerances are not considered in grading, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. Consider cumulative deviations when determining the area grade.

1.4.2. Use the Grading Criteria in **Table 3.1.**, and the definitions listed below to determine individual area grades. When individual areas are performed well above the Grading Criteria standards then make an appropriate comment stating performance and/or instruction was commendable in the Examiner's Remarks in the Comments block of the AF Form 8. FE judgement is exercised when the wording of areas is subjective and specific situations are not covered.

1.4.2.1. (Q) Performance meets Grading Criteria. Deviations occur that do not detract from the overall Grading Area, but are recognized and corrected in a timely manner.

1.4.2.2. (Q-) Performance does not meet Grading Criteria. Deviations occur that detract from the Grading Area when performed according to the Grading Criteria and/or degrades mission effectiveness. Recognition of deviations is slow or delayed and corrections are imprecise, inefficient, incomplete, or untimely. Maneuvers are performed safely but with limited proficiency. Examination of maneuver and procedural knowledge reveals deficiencies in depth of knowledge and/or comprehension.

1.4.2.3. (U) Performance does not meet Grading Criteria. Deviations occur that indicate performance outside allowable standards and/or adversely affects mission effectiveness. Recognition and correction of deviations is excessively slow or nonexistent. Performance is unsafe or indicates lack of knowledge or ability.

1.4.3. Derive the overall flight evaluation grade (Q-1, Q-2, or Q-3) as a composite from the area grades, observed events and tasks according to AFI 11-202V2, this instruction, and FE judgment.

1.4.4. The General Evaluation Criteria in [Table 1.1](#). apply during all phases of flight (except as noted for specific areas):

Table 1.1. General Evaluation Criteria.

General Area	Q	Q-	U
Altitude	± 100 ft	± 200 ft	Exceeds Q- limits
Airspeed	± 5 kts	± 10 kts	Exceeds Q- limits
Heading	Maintains/rolls out $\pm 5^\circ$ of desired heading	Maintains/rolls out $\pm 10^\circ$ of desired heading	Exceeds Q- limits

1.5. Emergency Procedures Evaluation (EPE). During the ground evaluation, include a sampling of emergency procedures resolved to a logical conclusion.

1.6. Completion of AF Form 8, Certificate of Aircrew Qualification. Record and certify aircrew member qualification using the AF Form 8 in accordance with [Attachment 2](#) and AFI 11-202, Volume 2.

Chapter 2

EVALUATION REQUIREMENTS

2.1. General. There are three types of evaluation in the T-41: Qualification (QUAL), Instructor (INSTR), and SPOT. The requirement for an Instrument (INSTM) evaluation is waived (reference AF/XOO Memo, 07 Dec 98). The requirement for a Mission (MSN) evaluation is waived by this instruction IAW the provisions of AFI 11-202V2, paragraph 4.3.3. All areas for evaluation are shown in **Table 2.1**, Pilot Evaluations, of this instruction. Required (R) areas are indicated for that type of evaluation. A required area is a specific area that must be sampled to complete the evaluation. Include all required areas in the flight evaluation profile. When it is impossible to evaluate a required area in flight, the FE evaluates it by oral examination to complete the evaluation. Document the oral evaluation in the Examiner's Remarks in the Comments block of the AF Form 8. If the FE determines the required item cannot be adequately evaluated orally, the examinee requires an additional flight to complete the evaluation.

2.2. Requisites. All evaluations include the following requisites:

2.2.1. Closed and open book examinations.

2.2.2. EPE.

2.2.3. Boldface/CAPs examination.

2.3. Qualification Pilot Evaluation. A qualification (QUAL) evaluation will be administered to pilots who will not instruct students. The examinee briefs the sortie profile and flies from the left seat. Fly a normal departure followed by maneuvers in the local training area. Include all required areas from **Table 2.1** in the flight evaluation profile. The examinee should perform each type of landing. Because the tasks in **Table 2.1** cover all maneuvers required in a normal mission, Mission (MSN) evaluations are waived. A T-41 QUAL evaluation satisfies the recurring QUAL evaluation requirements in the C-150 provided all requisites are met for each aircraft.

2.4. Instructor Pilot Evaluation. All instructor pilot (IP) evaluations are combined with aircraft qualification evaluations to evaluate both proficiency and instructor ability. The examinee briefs the sortie profile and flies from the right seat. Include all required areas from **Table 2.1** in the flight evaluation profile. Fly a normal departure followed by area maneuvers in the local training area. The examinee performs each type of landing at either a nearby or the home airfield. The examiner flies at least two area maneuvers and one landing attempt. A T-41 QUAL/INSTR evaluation satisfies the recurring QUAL/INSTR evaluation requirements in the C-150 provided all requisites are met for each aircraft.

Table 2.1. Pilot Evaluations.

Area	Title	MP	IP	
		QUAL	QUAL	INSTR
1	General Knowledge	R	R	R
2	Emergency Procedures	R	R	R
3	Crew Resource Management	R	R	
4	Publications	R	R	

Area	Title	MP	IP	
		QUAL	QUAL	INSTR
5	Ground Operations	R	R	R
6	In-Flight Checks	R	R	R
7	Takeoff	R	R	R
8	Departure	R	R	R
9	Climb	R	R	R
10	Level-Off	R	R	R
11	General Aircraft Control	R	R	R
12	Radio Procedures	R	R	R
13	Clearing	R	R	R
14	Judgment	R	R	R
15	Steep Turns			
16	Slow Flight	R	R	
17	Lazy Eight			
18	Chandelle			
19	Unusual Attitudes			
20	Simulated Forced Landing	R	R	R
21	In-Flight Planning/Area Orientation	R	R	R
22	Straight Ahead Power-On Stall	Note 1	Note 1	Note 1
23	Turning Power-On Stall	Note 1	Note 1	Note 1
24	Secondary Stall	Note 1	Note 1	Note 1
25	Imminent Turning Stall	Note 2	Note 2	Note 2
26	Turning Stall	Note 2	Note 2	Note 2
27	Landing Attitude Stall	Note 2	Note 2	Note 2
28	Enroute Descent	R	R	R
29	Traffic Entry	R	R	R
30	Patterns	R	R	R
31	Normal Landing	R	R	R
32	Full-Flap Landing	R	R	R
33	No-flap Landing	R	R	R
34	Touch-and-Go Procedures	R	R	R
35	Go-Around	R	R	R
36	Trim	R	R	R
37	Throttle/Mixture Technique	R	R	R
38	Transfer of Aircraft Control		R	R

Area	Title	MP	IP	
		QUAL	QUAL	INSTR
39	Grading Practices		R	

LEGEND:

R - Required Area

NOTES:

1. Sample two of the three types of power-on stalls.
2. Sample two of the three types of traffic pattern stalls.

Chapter 3

EVALUATION CRITERIA

3.1. Evaluations. To ensure standard and objective evaluations, use Grading Criteria in [Table 3.1](#) for required proficiency standards. However, when evaluating instructors, use more general criteria to determine if instructor performance meets the desired mission objectives. Apply the following guidelines to assess the quality of instruction:

3.1.1. Accuracy. Base instruction of a particular task on the delivery of accurate information, i.e., any information presented by the instructor should accurately reflect the numbers, procedures and policies contained in the Grading Criteria.

3.1.2. Appropriateness. Tailor instruction to the student and the task being performed. Avoid teaching above or below the probable level of student understanding.

3.1.3. Timeliness. Time inputs to provide the maximum benefit to the student learning a given task. Depending on the particular situation, the instructor gives inputs at prebrief, during an instructor demonstration, after student performance, or during a debrief.

3.1.4. Error Analysis. The instructor notes student errors and delivers feedback to the student in a fashion that focuses on the techniques and/or procedures necessary for student improvement.

3.1.5. Presentation. Instructor manner and presentation of information is always positive and motivational. Negatively oriented and demeaning delivery is never acceptable.

3.1.6. Intervention. The instructor intervenes, either verbally or physically, prior to exceeding appropriate safety limits. Conversely, the instructor does not intervene so early as to reduce the opportunity for student learning.

Table 3.1. Evaluation Criteria.

Grading Area	Grading Criteria
Area 1. General Knowledge: a. Aircraft General:	Demonstrates thorough knowledge of aircraft systems, limitations, and performance characteristics.
b. Flight Rules/Procedures:	Thorough knowledge of flight rules and procedures.
c. Local Area Procedures:	Thorough knowledge of local procedures.
Area 2. Emergency Procedures:	Uses all available indications to analyze the situation and emergency. Applies correct, immediate response to Boldface/CAPs and non-Boldface emergency situations. Resolves the emergency situation to a logical conclusion. Effectively uses checklist and in-flight guide. If in flight, maintains aircraft control during performance of critical or non-critical action emergency procedures.
Area 3. Crew Resource Management:	Effectively coordinates with other crewmember throughout the mission. Contributes to the smooth and efficient operation of the aircrew.
Area 4. Publications:	All publications required by AFI 11-2T41V3 and local procedures are current, contain all supplements/changes and are properly posted.
Area 5. Ground Operations:	Accurately determines readiness of aircraft for flight. Performs all pre-takeoff and post-landing checks in accordance with the flight manual and applicable directives. Ground handles the aircraft properly. Taxies the aircraft safely while maintaining proper control deflections and power settings for existing winds and visually clears for ground traffic and obstacles.
Area 6. In-Flight Checks:	Correctly performs all required in-flight checks in a timely manner. Refers to appropriate checklists for all normal and simulated emergency procedures if time and conditions permit.
Area 7. Takeoff:	Maintains smooth aircraft control on centerline throughout takeoff (± 10 ft). Allows the aircraft to accelerate to rotation speed and then maintains nosewheel off the runway until liftoff at 60-70 kts. Checks acceptable engine performance prior to lift off. Transitions timely to the appropriate climb angle and airspeed.
Area 8. Departure:	Performs departure as directed and/or in accordance with local directives.
Area 9. Climb:	Performs climb with full throttle, proper climb RPM setting and maintains a consistent pitch attitude to achieve an appropriate climb airspeed ($-0, +5$ kts).
Area 10. Level Off:	Levels off smoothly and at the proper altitude and establishes appropriate manifold pressure setting and cruise RPM (± 50 RPM).
Area 11. General Aircraft Control:	Demonstrates thorough knowledge of the flight controls and uses them to maneuver the aircraft properly. Maintains appropriate airspeeds for each particular phase of flight. Remains coordinated during all phases of flight (except for intentional slips). Initiates timely roll out to maintain a desired heading.

Grading Area	Grading Criteria
Area 12. Radio Procedures:	Complete knowledge of and compliance with correct communication procedures. Effectively communicates with concise, accurate, and proper radio terminology. Maintains awareness of other radio calls and times transmissions appropriately.
Area 13. Clearing:	Maintains constant vigilance during all phases of flight using visual and auditory information to recognize and avoid conflicting traffic.
Area 14. Judgment:	Displays the airmanship and ability to make timely decisions and select alternative courses of action essential to mission accomplishment. Recognizes deviations and unsafe situations and takes appropriate action without prompting. Recognizes environmental effects on the mission and adjusts accordingly.
Area 15. Steep Turns:	Performs 360° turns in both directions using 60° of bank ($\pm 5^\circ$) while maintaining altitude and rolls out on a desired point. Uses sufficient rudder to remain coordinated throughout the maneuver.
Area 16. Slow Flight:	Maintains airspeed 55-65 kts in wings-level flight and shallow turns. Maintains altitude (± 50 ft) and uses sufficient rudder to remain coordinated throughout the maneuver.
Area 17. Lazy Eight:	Selects a prominent 90° reference point in the distance. Remains oriented while maneuvering the airplane with positive, coordinated control. Enters the maneuver at 110 kts (± 10 kts) with full throttle. Performs two consecutive 180° turns, finishing in the same direction as entry. Uses a maximum of 45° of bank ($\pm 10^\circ$) and not more than 30° of pitch.
Area 18. Chandelle:	Selects a prominent 90° reference point in the distance. Remains oriented while maneuvering the airplane with positive, accurate control. Enters the maneuver wings-level at 110 kts (± 10 kts) with full throttle. Maintains a coordinated climbing turn with a constant 45° bank ($\pm 5^\circ$) through the 90° point. Completes the maneuver after 180° ($\pm 20^\circ$) of turn in a nose-high attitude just above stall speed.
Area 19. Unusual Attitude:	Recovers to level flight expeditiously without stalling or exceeding aircraft limitations. Recovers with minimum altitude loss using correct recovery procedures.
Area 20. Simulated Forced Landing:	Applies the proper Boldface/CAPs while maintaining aircraft control and glide airspeed for flap setting (± 5 kts). Refers to the checklist/in-flight guide if time and conditions permit. Coordinates for assistance and follows flight manual guidance to arrive on final in a landable position at a suitable location.
Area 21. In-Flight Planning/Area Orientation:	Follows local area procedures regarding area boundaries, required ground tracks, and altitude restrictions for all phases of flight. Efficiently uses available airspace to safely accomplish the mission.

Grading Area	Grading Criteria
Area 22. Straight Ahead Power-On Stall:	Raises the nose of the aircraft to 20-50° and controls yaw during entry. Continues adding back pressure to maintain the nose-high attitude until the aircraft fully stalls. As the nose falls (or wing drops), relaxes back pressure while simultaneously adding full power. Uses rudder (primary) and ailerons to maintain wings level. Recovers to level flight with minimum loss of altitude at a safe flying airspeed and without entering a secondary stall.
Area 23. Turning Power-On Stall:	Raises the nose of the aircraft to 20-50° in a shallow bank turn, holds a constant bank angle ($\pm 5^\circ$) and controls yaw during entry. Continues adding back pressure to maintain the nose-high attitude until the aircraft fully stalls. As the nose falls (or wing drops), relaxes back pressure while simultaneously adding full power. Uses rudder (primary) and ailerons to maintain wings level. Recovers to level flight with minimum loss of altitude at a safe flying airspeed and without entering a secondary stall.
Area 24. Secondary Stall:	Performs a power-on or power-off stall and deliberately enters a secondary stall. Recovers at the first aerodynamic indication of a stall by relaxing elevator back pressure. Recovers to level flight with minimum loss of altitude at a safe flying airspeed and without entering a secondary stall.
Area 25. Imminent Turning Stall:	Enters a constant bank turn and a slightly nose-high attitude, simulating a base to final approach to stall. Recovers at the first aerodynamic indication of a stall or artificial stall warning (whichever occurs first) by relaxing back pressure while simultaneously adding full power. Uses rudder (primary) and ailerons to roll wings level. Recovers to level flight with minimum loss of altitude at a safe flying airspeed and without entering a secondary stall.
Area 26. Turning Stall:	Enters a constant bank turn and a slightly nose-high attitude, simulating a base to final approach to stall. Recovers at the first aerodynamic indication of a stall by relaxing back pressure while simultaneously adding full power. Uses rudder (primary) and ailerons to roll wings level. Recovers to level flight with minimum loss of altitude at a safe flying airspeed and without entering a secondary stall.
Area 27. Landing Attitude Stall:	Enters at a normal wings-level landing attitude. Recovers at the first aerodynamic indication of a stall by relaxing back pressure and adding full power. Recovers to level flight with minimum loss of altitude at a safe flying airspeed and without entering a secondary stall.
Area 28. Enroute Descent:	Maintains proper airspeed and descent rate to arrive at a planned altitude at a predetermined point. Complies with all restrictions.
Area 29. Arrival/Traffic Entry:	Performs arrival and enters the traffic pattern as directed and/or in accordance with local directives.
Area 30. Patterns:	Flies proper rectangular ground track for existing weather conditions so as to roll out on final no lower than 300 ft AGL. Maintains pattern airspeed (-0, +5 kts) using power. Uses pitch to maintain desired glidepath. Uses sufficient control inputs to maintain runway centerline on final.
Area 31. Normal landing:	Performs 20° flap landing by touching down in a nose-high landing attitude in the first 1000 ft of the runway (± 10 ft of the runway centerline).

Grading Area	Grading Criteria
Area 32. Full-Flap Landing:	Performs 40° flap landing by touching down in a nose-high landing attitude in the first 1000 ft of the runway (± 10 ft of the runway centerline).
Area 33. No-Flap Landing:	Performs no-flap landing by touching down in a nose high landing attitude in the first 1500 ft of the runway (± 10 ft of the runway centerline).
Area 34. Touch-and-Go Procedures:	Maintains runway centerline on the roll out (± 10 ft). Makes timely and smooth application of power. Resets the flaps (if necessary.) Crosschecks engine instruments before liftoff and runway alignment during the takeoff phase.
Area 35. Go-Around:	Initiates and performs go-around promptly in accordance with flight manual and local directives.
Area 36. Trim:	Adjusts the elevator trim as needed to minimize control forces appropriate for desired aircraft performance.
Area 37. Throttle/ Mixture Technique:	Changes power at a rate conducive to proper engine performance. Adjusts manifold pressure and propeller to prevent exceeding engine limitations. Clears engine when appropriate. Leans engine as required when cruising.
Area 38. Transfer of Aircraft Control:	Transfers aircraft control using the appropriate physical and verbal procedures of transfer. Does not ride or bump the controls when not flying.
Area 39. Grading Practices:	Accurately assesses student's ability and documents grades in accordance with the training syllabus.

MARVIN R. ESMOND, Lt General, USAF
DCS/Air and Space Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-2T-41, Volume 1, *T-41 Aircrew Training*

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*

AFMAN 37-139, *Records Disposition Schedule*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFORMS—Air Force Operations Resource Management System

AFPD—Air Force Policy Directive

AGL—Above Ground Level

CAPs—Critical Action Procedures

DO—Director of Operations

EPE—Emergency Procedures Evaluation

FE—Flight Examiner

FT—Feet

HQ—Headquarters

IP—Instructor Pilot

KTS—Knots

MAJCOM—Major Command

MP—Mission Pilot

OG—Operations Group

OGV—Operations Group Standardization/Evaluation

OPR—Office of Primary Responsibility

PDO—Publishing Distribution Office

Q—Qualified

R—Required Area

RPM—Revolutions Per Minute

STAN/EVAL—Standardization/Evaluation

U—Unqualified

Attachment 2

SAMPLE AF FORMS 8, CERTIFICATE OF AIRCREW QUALIFICATION

Figure A2.1. Sample AF Form 8 Illustrating Qualification/Instructor – Q1.

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 1 Sep 98	
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) Schweizer, Paul (Fig. A2.1.)				GRADE Capt		SSAN 123-45-6789
ORGANIZATION AND LOCATION 94 FTS, USAF Academy, CO				ACFT/CREW POSITION T-41D/IP		ELIGIBILITY PERIOD May - Oct 98
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE	
Open Book	30 Jun 98	97	QUAL/INSTR		1 Sep 98	
Closed Book	30 Jun 98	98				
Boldface/CAPs	30 Jun 98	Q				
EPE	1 Sep 98	I				
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES N/A			
I			DATE ADDITIONAL TRAINING COMPLETED N/A			
EXPIRATION DATE OF QUALIFICATION Feb 00						
COMMENTS (If more space is needed, continue on reverse)						
EXCEPTIONALLY QUALIFIED						
EXAMINER'S REMARKS: A. Mission Description. The examinee completed an satisfactory Qualification/Instructor evaluation. General Knowledge (QUAL) and Normal Pattern and Landing (INSTR) were commendable. B. Discrepancies. None.						
III. CERTIFICATION						
TYPED NAME AND GRADE		ORGANIZATION	CHECK CONCUR DO NOT CONCURRENCE			SIGNATURE
1. FLIGHT EXAMINER Carl T. Hammer, Capt		34 OG/OGV				1 Sep 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO				
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC				
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE	TYPED NAME AND GRADE OF EXAMINEE Paul Schweizer, Capt				SIGNATURE	

Figure A2.2. Sample AF Form 8 Illustrating Initial Qualification/Instructor – Q2.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 13 Nov 98			
I. EXAMINEE IDENTIFICATION							
NAME (Last, First, Middle Initial) Boeing, William E. [Fig. A2.2.]			GRADE Capt		SSAN 123-45-6789		
ORGANIZATION AND LOCATION 94 FTS, USAF Academy, CO			ACFT/CREW POSITION T-41D/IP		ELIGIBILITY PERIOD N/A		
II. QUALIFICATION							
GROUND PHASE			FLIGHT PHASE				
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE			
Open Book	3 Nov 98	96	INIT QUAL/INSTR	13 Nov 98			
Closed Book	4 Nov 98	80/90					
Boldface/CAPS	5 Nov 98	U/Q					
EPE	13 Nov 98	1					
QUALIFICATION LEVEL		RESTRICTION (Specify in Comments) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	ADDITIONAL TRAINING				
QUALIFIED	UNQUALIFIED		DUE DATES 31 Jan 99				
2			DATE ADDITIONAL TRAINING COMPLETED 30 Nov 98				
EXPIRATION DATE OF QUALIFICATION Apr 00							
COMMENTS (If more space is needed, continue on reverse)							
RESTRICTIONS: A. The examinee will not fly as an aircrew member until successful reexamination of Boldface/CAPS. (Date of Unsat: 4 Nov 98)							
EXAMINER'S REMARKS: A. Mission Description: The examinee completed an Initial Qualification/Instructor evaluation. B. Discrepancies: 1. Ground. Area 1. General Knowledge (QUAL) -- Q-. Knowledge of local area procedures was incomplete.							
III. CERTIFICATION							
TYPED NAME AND GRADE		ORGANIZATION	CHECK			SIGNATURE	DATE
			CONCISE	DO NOT CONCISE	REMARKS		
1. FLIGHT EXAMINER Carl T. Hammer, Capt		34 OG/OGV			X		13 Nov 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO					
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC					
I CERTIFY that I have been briefed and understand the action being taken this date.							
DATE	TYPED NAME AND GRADE OF EXAMINEE					SIGNATURE	
	William E. Boeing, Capt						

Figure A2.2. Continued

AF FORM 8, MAY 85 CONTINUATION SHEET
[Fig. A2.2. Continued]
2. Flight. Area 6. In-Flight Checks (QUAL) -- Q-. Preoccupation with instruction resulted in late completion of the Before Landing Check. Area 7. Takeoff (QUAL) -- Q-. Higher than normal takeoff attitude resulted in premature liftoff. Area 30. Patterns (QUAL) -- Q-. Rushed pattern and a long aimpoint resulted in landing long.
C. Recommended Additional Training: 1. Ground. Accomplish two hours of review, followed by a ground evaluation with an IP. 2. Flight. Accomplish one training sortie with an IP, emphasizing takeoffs and patterns.
REVIEWING OFFICER'S REMARKS: Capt Boeing completed additional training with Capt Jones on 30 Nov 98. The ground evaluation and sortie covered all required areas to a satisfactory level. No further action required.
<div style="text-align: right;"><i>Signed/dated</i> CLARENCE K. JOHNSON, Maj, USAF Operations Officer</div>

Figure A2.3. Sample AF Form 8 Illustrating Initial Qualification – Q3.

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 10 Nov 98		
I. EXAMINER IDENTIFICATION							
NAME (Last, First, Middle Initial)				GRADE		USAF	
Cessna, Clyde [Fig. A2.3.]				Capt		123-45-6789	
ORGANIZATION AND LOCATION				ACFT/CREW POSITION		ELIGIBILITY PERIOD	
94 FTS, USAF Academy, CO				T-41D/MP		N/A	
II. QUALIFICATION							
GROUND PHASE			FLIGHT PHASE				
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE		
Open Book	3 Oct 98	96	INIT QUAL		10 Nov 98		
Closed Book	4 Oct 98	90					
Boldface/CAPs	4 Oct 98	Q					
EPE	24 Oct 98	3/1					
QUALIFICATION LEVEL		RESTRICTION (Mark in Concurrent)	ADDITIONAL TRAINING				
QUALIFIED	UNQUALIFIED		DUE DATES				
	3		EPE 31 Dec 98, FLT 31 Jan 99				
EXPIRATION DATE OF QUALIFICATION N/A		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	DATE ADDITIONAL TRAINING COMPLETED EPE 24 Oct 98, FLT 7 Nov 98				
COMMENTS (If more space is needed, continue on reverse)							
<p>RESTRICTIONS:</p> <p>A. The examinee will accomplish additional EPE training before the flight phase of the evaluation.</p> <p>EXAMINERS REMARKS:</p> <p>A. Mission Description: No flight evaluation flows due to unsatisfactory performance during the EPE.</p> <p>B. Discrepancies:</p> <p>1. Ground (EPE). (Date of Q-3: 13 Oct 98) Knowledge of local area procedures and flight manual was inadequate.</p>							
III. CERTIFICATION							
TYPED NAME AND GRADE		ORGANIZATION	CHECK			SIGNATURE	DATE
			CONCURRED	DO NOT CONCURRED	REMARKS		
1. FLIGHT EXAMINER Carl T. Hammer, Capt		94 FTS/DOV			X		10 Nov 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO					
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC					
I CERTIFY that I have been briefed and understand the action being taken this date.							
DATE	TYPED NAME AND GRADE OF EXAMINEE				SIGNATURE		
	Clyde Cessna, Capt						

Figure A2.3. continued

AF FORM 8, MAY 85 CONTINUATION SHEET
(Fig. A2.3. Continued)
C. Recommended Additional Training: 1. Ground (EPE). Examinee must accomplish two hours of review of local area procedures and the flight manual under the supervision of an IP.
REVIEWING OFFICERS REMARKS: Capt Cessna completed all additional ground training with Capt Stick on 24 Oct 98. Flight evaluation required.
<div style="text-align: right;"><i>signed/dated</i> CLARENCE K. JOHNSON, Maj, USAF Operations Officer</div>
RESTRICTIONS: A. The examinee is placed in a SUPERVISED STATUS and will not perform aircrew duties until a successful QUAL recheck has been accomplished.
EXAMINERS REMARKS: A. Mission Description: The examinee completed an unsatisfactory evaluation. B. Discrepancies: 1. Flight. Area 7. Takeoff (QUAL) -- Q-. Higher than normal takeoff attitude resulted in premature liftoff. Area 20. Simulated Forced Landing (QUAL) -- U. Examinee incorrectly analyzed winds resulting in a downwind landing approach, steep final and IP intervention.
C. Recommended Additional Training: 1. Flight. Examinee must fly a minimum of two review sorties with a IP, emphasizing proper Simulated Forced Landing procedures. Flight recheck must be accomplished for Simulated Forced Landings (Proficiency) to an acceptable level.
REVIEWING OFFICERS REMARKS: Two sorties emphasizing correct departure recovery procedures were flown with Capt Jones on 6 and 7 Nov 98. RQ QUAL evaluation required.
<div style="text-align: right;"><i>signed/dated</i> CLARENCE K. JOHNSON, Maj, USAF Operations Officer</div>

Figure A2.4. Sample AF Form 8 Illustrating Recheck -Q1.

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 28 Nov 98	
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial)				GRADE		SSAN
Cessna, Clyde [Fig. A2.4.]				Capt		123-45-6789
ORGANIZATION AND LOCATION				ACFT/CREW POSITION		ELIGIBILITY PERIOD
94 FTS, USAF Academy, CO				T-41D/MP		N/A
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE	
			RQ QUAL		28 Nov 98	
QUALIFICATION LEVEL			RESTRICTION (Explain in Comments)			
QUALIFIED	UNQUALIFIED		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
I			ADDITIONAL TRAINING			
EXPIRATION DATE OF QUALIFICATION Apr 00			DUE DATES N/A			
			DATE ADDITIONAL TRAINING COMPLETED N/A			
COMMENTS (If more space is needed, continue on reverse)						
<p>EXAMINER'S REMARKS:</p> <p>A. Mission Description. This was a recheck QUAL evaluation. The examinee accomplished all Simulated Forced Landing procedures successfully.</p> <p>B. Discrepancies:</p> <p>1. Flight</p> <p>Area 30. Patterns (QUAL) -- Q-. Long aimpoint resulted in landing longer than desired.</p>						
III. CERTIFICATION						
TYPED NAME AND GRADE		ORGANIZATION	CHECK			SIGNATURE
			CONCUR	DO NOT CONCUR	REMARKS	DATE
1. FLIGHT EXAMINER Carl T. Hammer, Capt		94 FTS/DOV			X	28 Nov 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO				
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC				
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE	TYPED NAME AND GRADE OF EXAMINEE				SIGNATURE	
	Clyde Cessna, Capt					

Figure A2.5. Sample AF Form 8 Illustrating No-Notice Qualification/Instructor – Q1.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 16 Oct 98	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial) Schleicher, Alexander [Fig. A2.5.]			GRADE Capt		SSAN 123-45-6789
ORGANIZATION AND LOCATION 94 FTS, USAF Academy, CO			ACFT/CREW POSITION T-41D/IP		ELIGIBILITY PERIOD N/A
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
Open Book	14 Oct 98	95	NN QUAL/INSTR	19 Sep 98	
Closed Book	15 Oct 98	85			
Boldface/CAPs	16 Oct 98	Q			
EPE	19 Sep 98	I			
QUALIFICATION LEVEL			RESTRICTION (Specify in Comments)		
QUALIFIED	UNQUALIFIED		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
I			ADDITIONAL TRAINING		
EXPIRATION DATE OF QUALIFICATION Feb 00			DUE DATES N/A		
			DATE ADDITIONAL TRAINING COMPLETED N/A		
COMMENTS (If more space is needed, continue on reverse)					
EXAMINER'S REMARKS: A. Mission Description. The examinee completed a No-Notice evaluation. This evaluation satisfies recurring evaluation requirements. Stalls (INSTR) was commendable. B. Discrepancies. None.					
Note: The "Date Completed" is the date of the last evaluation requisite, while the "Expiration Date" is based on the date of the flight phase. These blocks, and the test scores, remain blank until the testing is complete (must be accomplished no later than the last day of the 2nd month following the month of the flight evaluation.) Show "Eligibility Period" if examinee is In-the-Eligibility Period. If open and closed book exams are taken on different dates, use the latest date in the "date block."					
III. CERTIFICATION					
TYPED NAME AND GRADE		ORGANIZATION	CHECK		DATE
			CONCUR	DO NOT SIGNATURE	
1. FLIGHT EXAMINER Carl T. Hammer, Capt		34 OG/OGV		X	16 Oct 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO			
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC			
I CERTIFY that I have been briefed and understand the action being taken this date.					
DATE	TYPED NAME AND GRADE OF EXAMINEE			SIGNATURE	
	Alexander Schleicher, Capt				

Figure A2.6. Sample AF Form 8 Illustrating No-Notice Spot – Q1.

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 19 Sep 98	
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) Weibel, Gerhard (Fig. A2.6.)				GRADE Capt		SSAN 123-45-6789
ORGANIZATION AND LOCATION 94 FTS, USAF Academy, CO				ACFT/CREW POSITION T-41D/IP		ELIGIBILITY PERIOD N/A
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE	
			NN SPOT		19 Sep 98	
QUALIFICATION LEVEL		RESTRICTION (Excludes in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES			
I			N/A			
EXPIRATION DATE OF QUALIFICATION Feb 00			DATE ADDITIONAL TRAINING COMPLETED N/A			
COMMENTS (If more space is needed, continue on reverse)						
EXAMINER'S REMARKS: A. Mission Description. The examinee completed a No-Notice evaluation. This evaluation does not satisfy recurring evaluation requirements. B. Discrepancies. None.						
III. CERTIFICATION						
TYPED NAME AND GRADE		ORGANIZATION	CHECK		SIGNATURE	DATE
			CONCURRED	DO NOT CONCURRE	REMARKS	
1. FLIGHT EXAMINER Carl T. Hammer, Capt		34 OG/OGV			X	19 Sep 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO				
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC				
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE	TYPED NAME AND GRADE OF EXAMINEE Gerhard Weibel, Capt				SIGNATURE	